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REUTERS' TELEGRAMS.

TERRIBLE EXPLOSION IN AMERICA.

OVER SIXTY LIVES LOST.

London, June 5.

A message from Wilkesbarre, Pennsylvania, says that an appalling explosion took place in a truck of black-powder attached to an electric train conveying men to work. 69 were killed and 40 injured.

After the train entered the tunnel a trolley wire broke and fell, the sparks from which ignited the powder. The explosion was terrific and was followed by flames which caused the greatest loss of life. Many others were suffocated.

The disaster followed a night of rejoicing at the celebration of the homecoming of soldiers from France. Hundreds of shrieking women and children, terrified at the awful spectacle, gathered at the mouth of the tunnel. The catastrophe was due to the careless violation of the mine laws which prohibit the carrying of men on trains carrying explosives.

[Wilkesbarre is the capital of Luzerne County, Pennsylvania, on the left bank of the north branch of the Susquehanna, 18 miles S.W. of Scranton. Lying in the picturesque Wyoming Valley it is famous for its mines of anthracite coal and manufactures locomotives, railroad cars, mining machinery, etc.]

THE RHINELAND REPUBLIC.

ANOTHER GERMAN PROTEST.

Berlin, June 4.

Herr Erzberger has handed Marshal Foch a second Note arguing that the Entente's toleration of treasonable machinations in Rhenish territory violates Article Five of the Armistice, and, furthermore, expecting that the Entente will facilitate the prosecution of the principal traitors for high treason, which has been inaugurated by the supreme Attorney at Leipzig, and permit arrests and removal for trial.

A telegram received in Copenhagen from Berlin says the workers at Aix la Chapelle demonstrated against the proclamation of the Rhenish Republic.

A message from Munich says Ernst Tollen, "the Dictator of Munich" during the Soviet regime, has been arrested on a charge of high treason.

NEW REPUBLIC WELL RECEIVED.

Brussels, June 5.

The new Rhenish Republic has been well received in the occupied zone. Belgian politicians favour such a Republic but declare it must be created by the Germans unassisted by the occupation authorities. Dr. Dorten, the New President, has proclaimed a general election on the basis of universal suffrage for men and women over twenty years of age. The occupation authorities are not participating in the conflict.

A MATTER FOR GERMANY ALONE.

Paris, June 7.

Count Rantzau has handed the Conference a letter protesting against the establishment of the Rhenish Republic. The Allied Congress thinks the political evolution of Germany concerns Germany alone. *Havas.*

NAVAL ACTIONS.

BRITISH SHIPS ENCOUNTER BOLSHIEVICS.

Stockholm, June 4.

A message from Helsingfors says there have been two engagements between Bolshevik and British warships. The first took place off Bjorkoe on the afternoon of June 1 when two British ships found four Bolshevik ships and captured a transport. The second occurred in the Gulf of Finland at five o'clock in the afternoon on June 2, between six Bolshevik and an unestimated number of British ships, resulting in the Bolsheviks fleeing after an hour of violent cannonade.

A Trans-Caspian message says that owing to our bombardment and aerial bombing the Bolsheviks have evacuated Alexandrovsk.

THE PARIS STRIKE.

A PARTIAL SETTLEMENT.

Paris, June 5.

The dispute amongst the underground employees is partly settled, but the strikers have decided to resume only when the tramways and motor bus employees receive satisfaction. The underground workers demand a minimum wage of 54 francs monthly, a pension at fifty years and the right to a certain pension after fifteen years' service.

AN IMPROVEMENT.

Paris, June 7.

The labour situation in the Paris region yesterday showed signs of improvement, especially regarding the passenger transport services. In the metal and engineering trades agreement on some points was reached between the workers and employers and a discussion follows to-day. There have been no signs of disorder or Bolshevik tendencies. *Havas.*

THE AUSTRIAN PEACE TERMS.

REPARATION SUM NOT FIXED.

Paris, June 5.

The financial Austrian terms as completed do not specify the sum for reparation. It is left to a Commission to examine the country's resources and determine the amount and method of payments.

THE TRANS-ATLANTIC FLIGHT.

St. John, June 5.

Vickers' airmen have decided upon a trial flight probably on the 7th inst., leaving for England on the 12th inst.

The Handley Page aviators are beginning their trial to-morrow, and are leaving probably at the end of next week.

The Martinsyde aeroplane will not attempt the trans-Atlantic flight within the next fortnight.

REUTERS' TELEGRAMS.

BRITISH NAVAL STATIONS RE-ARRANGED.

EFFECT ON THE CHINA SQUADRON.

London, June 5.

The Admiralty has issued instructions revising the boundaries of Naval Stations from June 1, except provisionally the new Australian Station, the limits of which have not yet been finally settled as regards the dividing line between it and the China Station, on the one hand, and between it and the New Zealand Station on the other.

A great change is effected in the distribution of the Fleet as compared with the situation during the German menace, during which it was customary to have a Battle Fleet in the Far East. It may be assumed, say the *Times* naval correspondent, that such a policy will shortly commend itself again.

While to some extent the Stations on which the squadrons will be distributed will remain as before the war, the rise of the Dominion Navies introduces a new feature which is bound to extend its influence in time. Neither Canada nor South Africa yet possesses a sea-going Fleet, but the limits of the stations of the British forces in their waters will probably be unchanged if they provide themselves with Navies. Apparently the scheme of division has been framed in order to allow for the future development of the Dominion Fleets.

The North America and West Indies Station now embraces the waters of both the Atlantic and Pacific seaboard, the Panama Canal forming a connecting link. Similarly, the South America Station extends into both oceans, including, on the Pacific side, the waters of Chile and Peru. The vast expanse of the Pacific Ocean is thus divided among no fewer than five stations. Further developments are fairly certain, and it will not be difficult to revive a Pacific squadron, possibly with headquarters at Herbyshoehe, New Britain.

The Home Station is naturally the most important of the nine into which the oceans are divided and the force commissioned therein comprises both the Atlantic and Home Fleets, and, of course, reserve squadrons and flotillas. Although one of the smallest stations, it reaches northward into the Arctic Sea and southward to a little above Cape Verde Islands and westward nearly to the longitude of Cape Farewell, Greenland, and naturally includes the North Sea and the Baltic.

The next most important Station is the Mediterranean, the only other Station at present on which the force includes a Battle Squadron. The Headquarters of the Station is at Malta, and it extends from the Straits of Gibraltar to the Straits of Babel Mandeb, comprising therefore the whole Mediterranean and the Red Sea. The force also supplies representation of the British Navy in the Black Sea and the Sea of Azov.

THE CABLE DELAYS.

GOVERNMENT WIRES NOT GIVEN PRIORITY.

London, June 5.

In the House of Commons at question-time, Mr. Illingworth stated that owing to congestion on the Eastern Telegraph Company's cables, arrangements were recently made to suspend priority of transmission for Government telegrams except the really urgent ones. Consequently, Government telegrams are now dealt with similarly to commercial telegrams and special steps are being taken to reduce their number and length. He admitted that many messages to Australia were taking from ten to twelve days—(Laughter). The cables to Gibraltar had been restored, but faults in one or two prevented their full use. The American Pacific cable was still interrupted, but he hoped it would be repaired in a few days, thus somewhat relieving the congestion to the Far East.

Mr. Sanders stated that the Government was giving attention to the question of permitting business cablegrams to be sent in private codes.

PREMIER AND THE PEACE TERMS.

NO LABOUR INTERFERENCE.

London, June 5.

In the House of Commons, Mr. Ronald McNair drew attention to a report that certain Labour leaders and influential personages had put pressure on Mr. Lloyd George to modify the peace terms favourably to Germany.

Mr. Bonar Law, replying, gave an assurance that neither the Premier nor any other British delegate would be influenced by any particular interest but would be guided by what they believed to be the public interest. The Premier had certainly not seen Mr. Ramsay MacDonald or Mr. Arthur Henderson. To the best of his knowledge, the Premier had consulted only the British and Overseas Delegates in Paris and a considerable number of his colleagues in the Government who went to Paris expressly in order to confer with him.

THE TURK.

London, June 5.

The probable starters for the Oaks are: Beresina (Carslake), Clarity (Piper), Britannia (Fox), Day Dream (Whalley), Lady Energrine (Slade), Maple Durham (Hulme), Mons Star (F. Templeman), Palatina (Brennan), Roseway (Donoghue), Mademoiselle Foch (G. Colling), Bayuda (J. Childs).

HOME RULE ALL ROUND.

London, June 5.

The House of Commons, by 187 votes to 34, passed a motion urging the Government to appoint a Parliamentary body to consider and report on a measure of Federal Devolution creating subordinate Legislatures within the United Kingdom.

COUNTY CRICKET.

London, June 5.

The match between Yorkshire and Essex was drawn, as also was that between Lancashire and Northants. Notts beat Derbyshire by an innings and 49 runs.

SUEZ CANAL STRIKE.

London, June 5.

Reuter learns authoritatively that the strike of Suez Canal workers continues. The outlook is again unfavorable and further trouble is anticipated.

REUTERS' TELEGRAMS.

GIFT AEROPLANES.

ANY FOR HONGKONG?

London, June 5.

In the House of Commons, replying to Mr. Ashley, Colonel Seely announced that the Government had approved the proposal of the Air Council that gift aeroplanes should be made to each Dominion and India and any Colonial Governments or Protectorates requiring machines. The object of the Government was to assist the Dominions, India, the Colonies and Protectorates to establish air forces, thereby developing a common air defence for the Empire.

FUTURE OF RUSSIA.

ALLIES SEEK ASSURANCES.

London, June 5.

Reuter learns that the Allies have addressed a Note to Admiral Koltchak with a view to obtaining assurances that any Government recognised shall at the earliest moment ascertain the opinions of the Russian people as a whole and be prepared to carry them out. Furthermore, the smaller Baltic States cannot be returned to former conditions. There will probably be no objection to the desire of the Government of Russia to control the Baltic shores, provided the general status of these States is not prejudiced.

THE SHANTUNG QUESTION.

CHINESE SPEECHES IN PARIS.

Paris, June 5.

Kong Siang-ko, President of the Provincial Council of Shantung, said at a banquet in his honour, held in Paris: "The Chinese have held the same ideals of justice and humanity for centuries. Now the bay at Tsingtau is controlled, all the Custom Houses in the district are Japanese, who have got the monopoly of coal by control of the railway. All China is threatened by the Japanese occupation of Shantung."

Wang Ching-ting said Shantung was part of China and its population, characteristics and language were the same as ever. *Havas.*

THE SMALL POWERS' PLEA.

Paris, June 5.

The Small Powers assert that if the Great Powers insist upon the right to intrude into domestic affairs, the League of Nations will also have the right to investigate the matter of Japanese as landowners in California and the negro voting question in the Southern States. *Havas.*

SERIOUS RIOTS IN HUNGARY.

Vienna, May 31.

Serious riots are occurring among the starving workers in Budapest. The Red Guards have been sent to the factories to quell the disorders. Budapest has been almost foodless during the past week. No supplies are coming in and the Soviet Government is nearing the end of its financial resources.

Today's Exchange.

The closing rate of the dollar on demand to-day was \$6 15-16d.

The Weather.

Forecast:—Rain. Barometer:—29.42. Temperature 2 p.m.—83. Humidity 2 p.m.—73.

TELEGRAMS.

[Reuter's Service to the "Telegraph".]

THE SILVER MARKET.

London, June 3.

Silver is quoted at 53 1/2. The market is steady.

London, June 5.

Messrs. Samuel, Montagu and Company's report says that owing to scarcities of supplies, prices have risen during the week, although the trade enquiry is less active. Shanghai exchange is now 5/3.

LEST WE FORGET.

24th Aug. 1914.—In front of village of Ermeton we took about 1,000 prisoners. At least 500 were shot. The village was burnt because the inhabitants also had shot. Two civilians were shot at once. While searching a house for beds we had an exceptionally good feed—bread, wine, butter, jelly, preserved fruits, and many other things, were our booty. . . . we washed ourselves from the blood, cleaned the bayonets. . . . In the evening we got into our quarters—the best up to now—plenty of clean linen—preserved things, wine, salted meat and cigars.—Extract from diary of German officer belonging to the 1st Regiment of the Guards.

FAREWELL DINNER TO M. KREMER.

AT THE HONGKONG CLUB.

A dinner was given last evening by the President and members of the Hongkong Club to M. Paul Kremer, the French Consul. There were present some fifty members and a good sprinkling of representatives of the French community, including Messrs. de Jours, Sire, Tourlet, Lapicque, Floquet, Colin, Goy and G. Hauchecorne.

Mr. C.H.P. Hay, the President of the Club, toasted the President of the French republic, M. Kremer replying with "The King."

Mr. Hay, in a speech, referred to the cemented bond of friendship between the French and English peoples and the successes of M. Kremer on the Racecourse and the work that he had done in the war.

M. Kremer replied suitably. He said that the French community felt highly flattered at the reception accorded that evening to him. He recalled the beautiful and glorious day they had on the Armistice Day. He appreciated deeply the attendance that evening.

There was a concert after this. Mr. E.G. Anderson (the Consul for Peru) and Mr. Hay contributing to the programme. The "Marseillaise" was sung by everyone.

M. Kremer has gone to Paris on a year's furlough. Hope was expressed last evening that he would come back to Hongkong. He left this morning by the Empress of Asia. He is first going to Ningpo to see his brother, who is Commissioner of Customs there. He will pass through Hongkong within a month, on his way to Paris by the French Mail Nera.

During M. Kremer's absence M. G. Hauchecorne acts as Consul for France. M. Hauchecorne has for the last fifteen years been Consul and vice-consul in France at different ports, and has been Consul of China and the interior. He has been Consul of Hongkong for the last five years.

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COALITION ON THE WANE

FREE LIBERALS' SUCCESS.

The Parliamentary correspondent of the *Daily News* writes:—The mammoth majority is less than six months old, but already it shows signs of wear and tear. It quickly lost the buoyancy of youth; it has become querulous, introspective, unsure of itself. Like very overgrown young men, a mammoth majority composed as this one is of very divergent elements—has no real vitality. It is apt soon to give at the knees and to fall suddenly from fatty degeneration of the heart. No political insurance expert would certify the present majority as a good life. Symptoms within and without the House of Commons testify that the process of its decadence has begun.

In the first week of the session the Coalitionists, flushed with their newly won triumph, were contemptuous of the small band of independent Liberals, who were described derisively as "The Wee Frees." This epithet has already lost its sting. West Layton and Hull have proved to the world that Liberalism though weak in the House, is strong in the constituencies. To the first contempt has succeeded a reluctant respect. The group led by Sir Donald Maclean numbers less than 30, but it has that vitality that always comes from fidelity to principle. Its weight and influence are entirely disproportionate to its numerical strength. It has done admirably in the present session. It has wrung many valuable concessions from the Government, notably on the new rules of procedure; and to its insistence we owe it that the powers of the House over finance have been carefully preserved. Obnoxious features in legislative measures have also in several instances been modified or eliminated as a result of its criticism.

SIR D. MACLEAN'S LEADERSHIP.

Much of the success it has achieved is due to Sir Donald Maclean, who has displayed courage, sagacity and patience in a position of no little delicacy and difficulty. He is always in his place, vigilant and imperturbable, prepared to speak for Liberalism on every necessary occasion, ready to maintain the authority of the House of Commons against encroachment from any quarter, and quick to take advantage of any opening for attack on the Government—a faithful watch-dog, too, of public interests, of whose warning presence Ministers are keenly conscious.

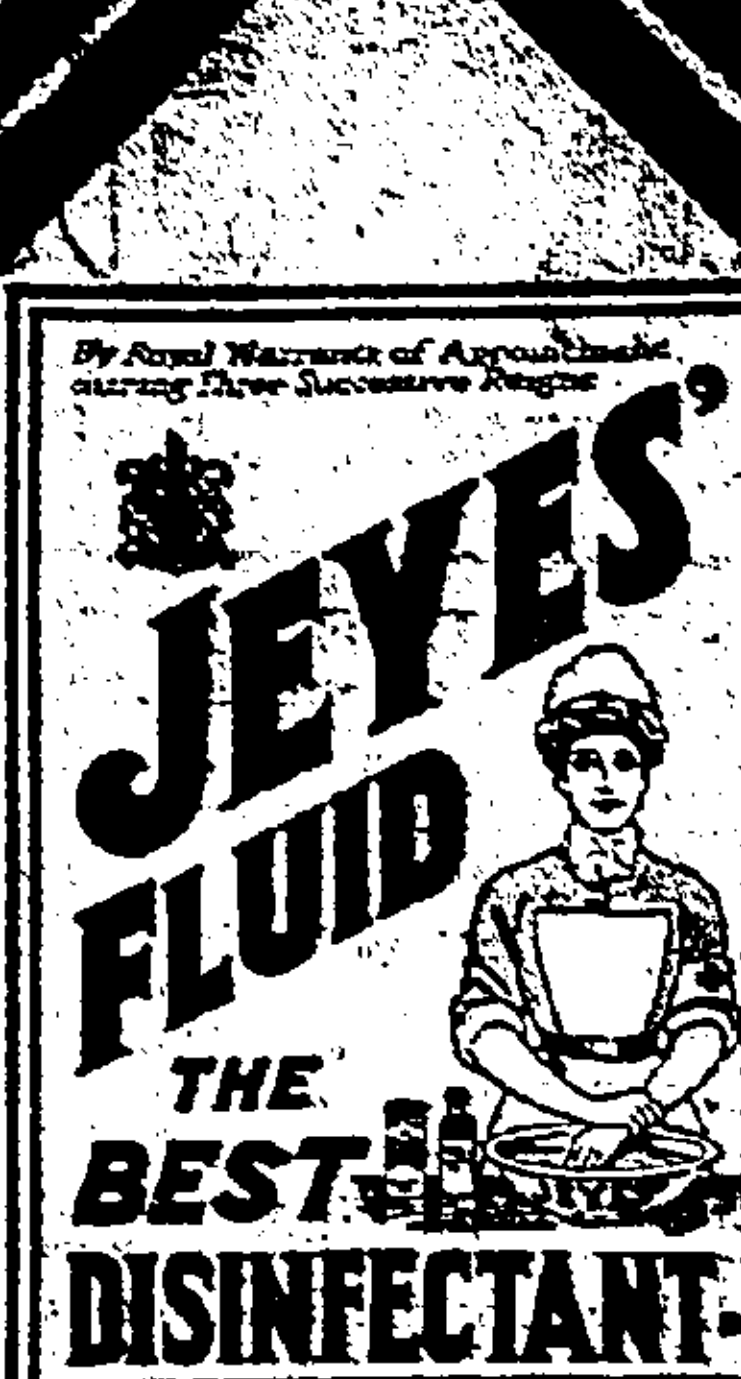
Everyone who knows Sir Donald Maclean—my knowledge of him goes back to his Cardiff days in the early nineties—knew that he had the root of the matter in him, and that Liberal principles would be safe in his keeping. Admirably has he justified in his present responsible position the faith reposed in him. His latent power has flowered forth in an astonishing way in the present session. Among other things he has become a very competent and powerful debater—a fact the more remarkable because in his former position as Deputy-Chairman his lips were sealed in all matters of party controversy. In short, his adequacy to the role of Opposition leader is complete; the occasion has found the man. Thinking of Sir Donald's "modest stillness" in the past and contrasting with it his efficiency as leader of the Opposition, one is reminded of a pregnant saying by George Meredith—"strength is the harvest of the quiet years."

Mr. J. M. Hogge and Mr. George Thomas are doing excellent work as Whips for the independent Liberals. In the first month of the Session Mr. Hogge was prominent in debate, speaking on many topics with vigour and raciness. Latterly he has been devoting most of his attention to organisation in the constituencies, and the House was the loser by his silence.

ATTENDANCE OF LABOUR.

Labour is numerically much stronger than the independent Liberals, but the real fighting daily work of the Opposition has been done by Sir Donald Maclean and his faithful band. Labour is casual and intermittent in its Parliamentary activities. Not that it lacks ability; far from it. In Mr. J. H. Thomas and Mr. Clynes it has two highly competent Parliamentary men who have enhanced their reputations in the new House, while several new Labour members—namely Mr. J. E. Davidson (Stratford), Mr. W. Graham (Central Edinburgh), and Mr. John J. Jones (Stratford)—have shown great promise from the start. In their Parliamentary careers, however, they have been hampered by the lack of a strong and united leadership.

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members. This is probably due to the demands of trade union business. Whatever the cause, it is a grave defect. It is not fair to Mr. Adamson that he should so often be in the position of a general fighting without an army. Whenever the Labour members are present in force, attracted by a subject in which they are specially interested, they do uncommonly well.

Notorious in other days on Tower Hill, Mr. Jack Jones has become in the space of a few weeks one of the characters of the House. His downrightness and unconventional stamp him as an original. There is always pith in his speeches. After some of the mediocrities who swarm on the Coalition benches have belaboured out their hatred of our beaten enemy or talked arant rubbish about super-indemnities, the wholesome wisdom of the member for Silvertown comes like a refreshing breeze. Mr. Jones reminds me of Mr. John Burns in his earliest phase. He has not the stormy eloquence of Burns, but he has more wit, which has come to him with his Irish blood.

THE HEAD OF THE HOUSE.

On the Unionist side, Mr. Bonar Law retains easily his supremacy. He stands well with the House of Commons, and not least with the Labour Party. Not in my time has the House been led with more skill or with such adroitness, tact and good temper. His unvarying courtesy to Sir Donald Maclean is a pleasant trait. A defect in Mr. Bonar Law from the Pressman's point of view is his frequent lapses into inaudibility.

Another leading Minister who has shone in the House this Session is Mr. Churchill. His Parliamentary gifts have never been displayed in such perfection as in his eloquence, ingenuity, and conciliatory temper in commending hateful measures and abhorred policies. The deplorable want of judgment he has so often shown came out afresh in the proposal to incorporate in the Army Annual Bill one of the most obnoxious of the Dora regulations. The proposal evoked a tempest of anger even in this compliant House, and he bowed submissively to the storm. What is unforgivable in Mr. Churchill was the exultant militarism of his speech in introducing the Army Estimates. He spoke as though, after the agony of this war, our destiny was not to lead humanity in the ways of peace, but to be "lords of the wide world and wild watery seas," and also of the circumambient air. No wonder an astonished Labour member interjected: But we thought this was a war to end war. The Minister who brought in these colossal estimates is a son of the Chancellor of the Exchequer to whom "public money seemed a sacred trust," who told the late Lord Salisbury: "I am pledged to the eyes to large reductions of expenditure," and who resigned office in December, 1886, because he could not get his way in knocking off £700,000 from Army and Navy Estimates whose combined total was only £31,000,000. Foreign policy and free expenditure on armaments," said Lord Randolph Churchill, "act and react upon one another." That sound maxim one may command to his lavish son.

Though the Minister who has made his mark in the House is Sir Eric Geddes, whose speeches on the first and second reading of the Ways and Communications Bill overwhelmed its critics. But Sir Eric is not a Parliamentarian. Like other of the super-men brought into the Government by Mr. Lloyd George, he is seldom on the Government bench, and does not care for, and seems ill at ease in, the House.

GENERAL NEWS.

DEATHS FROM INOCULATION.

At the annual meeting of the Anti-Vaccination League, at Carlton Hall, a letter was read from a member who had served for two and a half years in the Army, stating that if a true return could be made of the number of deaths and cases of injury and sickness resulting from the inoculation or vaccination of men in the Army the figures would raise a storm of protest. Unfortunately, however, he added, the Army Medical Authorities camouflaged the results by attributing the subsequent deaths and sickness to spotted fever, meningitis, or pneumonia.

THE VILLAGE INN.

In his Easter address at Foxley Church the rector had a word to say for the village inn. "Not all the readingrooms in the world," said the parson, "would keep a man from enjoying a glass in the company of his mates." In town and country a well-conducted inn is a happy meeting place for men, who desire to discuss public matters and exchange ideas. The narrow minded bigots who are trying to close the inn by corrupting the national beverage are doing an enormous amount of harm. They do not realise it because their minds do not extend beyond the jurisdiction of their own little Bethel.

"WOODBINE BILLY."

The Rev. G. A. Studdert-Kennedy, vicar of St. Paul's, Worcester, known in the Army as "Woodbine Billy," has told his parishioners that he has received from his publishers (he has published several books of Army ballads) £100 to devote to the welfare of the men who have fought in France. He proposes to use it in providing some recreation every night in the week in the parish room. He intends to have dances and some sort of a cinema, and to try to compete with people who were making money by providing "very poor stuff" to entertain the people in their leisure hours.

is Sir Eric Geddes, whose speeches on the first and second reading of the Ways and Communications Bill overwhelmed its critics. But Sir Eric is not a Parliamentarian. Like other of the super-men brought into the Government by Mr. Lloyd George, he is seldom on the Government bench, and does not care for, and seems ill at ease in, the House.

COALITION RANK AND FILE.

Of the Coalition rank and file there is not much to say. Its quality was shown in the debates on the war indemnity and the treatment of aliens—debates in which ignorance, rapacity, malignity, masqueraded as patriotism and statesmanship, and this in a temple of liberty consecrated by memories of Burke and Fox and Gladstone! A decent remnant of high-minded Tories remain, but of the mass of the Coalitionists, Mr. Bottomley is the fitting spokesman. The rising hopes of Toryism are grouped together on the fourth bench below the gangway of the Government side, where Sir Samuel Hoare, Mr. Edward Wood, Mr. J. W. Hills, Mr. Walter Guinness and Major Lloyd George for-gather. Lord Robert Cecil, a rather isolated figure, is the man of greatest distinction among the unofficial Tories. His brother, Lord Hugh Cecil, is not often in the House, and new members have had all too few opportunities of admiring his lofty oratory and the sturdy independence of his political judgments.

Soldier members who have fought in the war have with one accord stood aloof from choruses of hate and clamours for super-indemnities. Three of them, all young men, have impressed the House by their gifts of speech and power of thought—viz., Colonel Moore-Brabazon, Colonel Malone (G.L.), and Captain Walter Elliot. Two speeches of surpassing merit by Captain Elliot revealed a richly-gifted and original mind. It is a pity that his medical duties prevent him from taking a more active part in the work of the House. The nature and the searching quality of his questions indicate that Colonel Malone, a young man on the sunny side of 30, has a wide range of sympathies and an instinct for affairs. The only other new member on the Coalition side who has impressed the House with his quality is Mr. Macquistan, a Scottish lawyer, who speaks with good judgment and a rich fluency. Taking the Coalition as a whole, one is conscious not of the presence but of the lack of ability. Rich in money, it is poor in brains, and it is poor in idealism and high public spirit.

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MONEY IN IDEAS.

SHOULD INVENTORS BE NATIONALISED?

Mr. Robert Hadfield, F.R.S., writes in the *Daily News* as follows:

The man with new ideas for processes of manufacture and machines which will increase production and reduce the costs is a man to prize, for he stands for progress. He will increase the wealth of the nation and of the individual.

The inventor already has a great deal to contend with, and the attitude of the State towards him is by no means sympathetic. If the State further added to his trials by saying it would take over his inventions—other words, nationalise inventions, whatever that may mean—surely he would be inclined to give up in despair and devote himself to some other occupation. Even if nationalisation involves some form of national compensation, the incentive to private enterprise would be largely removed when the invention passed out of his hands; the very object of an invention is to stimulate enterprise.

At the present time our patent laws are so framed that they do not tend to encourage inventors. If a man wants to take out a patent for his invention, especially if he is a comparatively poor man, he finds the total fees are so heavy that he may be compelled to let his idea remain in his head. Yet if that idea were worked, it might confer inestimable benefits upon the nation, and prove a veritable gold mine in the wealth it would produce. It is impossible to say how many millions of pounds have been lost because brilliant ideas have not been followed up owing to the expense and trouble involved in taking out a patent.

OUR PATENT LAWS.

I may surely claim to have some knowledge of the drawbacks of our patent laws, for I have taken out over 300 patents in England and abroad, and several of my inventions, for which I received comparatively small sums, are saving the world between £3,000,000 and £10,000,000 a year. Inventors, like other people, must live. In inventing, they are conferring a blessing on the community. They are not committing a crime. Therefore they should be helped in every possible way so that the community may profit by their genius.

As the laws stand at present, an invention is protected for fourteen years, dating from the date when the application is made. During the whole of that time, the patentee is paying fees that become increasingly heavy as time goes on, in order to prevent his patent lapsing. It is thought that to grant an inventor a monopoly for fourteen years will recoup him handsomely for all the time, trouble and expense he may have devoted to perfecting his invention. But it often happens that an inventor will spend a lifetime in working out his invention, and die without getting any return at all for it. The succeeding generation reaps where he sows.

I deprecate selfishness on the part of inventors, or anyone else, and I would firmly set my face against undue greed. But at the same time, I would point out that it is only right that the inventor should reap his due reward. If his reward happens to be large, this proves beyond all doubt that the world badly requires his invention, otherwise it would not sell, and it is well to bear in mind that, however much money the inventor makes, the world at large makes at least a hundred times more.

MONEY AND TIME.

Few people are aware that an inventor who desires to protect an invention all over the British Empire has to take out 40 different patents. The patent fees alone come to about £1,340, and when you come to add the fees of the patent agents and other items you will find altogether that the inventor has to pay about £2,000. Such a sum is beyond the purse of the average inventor, unless he has a strong financial backing. The fact that 40 patents are necessary to protect an invention throughout the British Empire is in itself an anomaly, and the huge cost is a brake on the wheel of progress.

When we go to the United States we find that their patent laws are simpler, and that every possible step is done to help and encourage inventors. There a patent is granted for seventeen years, and the total cost is only about £27. Then the American has a system whereby an inventor may obtain a small

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GENERAL NEWS.

RELATED TO THE KAISER.

An interesting allegation was made at Bromley Police Court, by a young woman giving the name of Daisy Irving and withholding her address, who said that her father was a German and a member of the German royal family, that she was born in Berlin and had been in England for six months. She was remanded for eight days on a charge of stealing a piano and furniture valued at £50 from a cottage at Hayes, Kent, which she was stated to have taken furnished at a rent of £2 a week from Mrs. Lydia Martin, of 16, Holmsdale-road, Bromley.

THE DIAGNOSIS OF EXPLOSIONS.

Professor Sir J. J. Thomson, in a lecture on "Piezo Electricity and its Applications," in the Royal Institution, said that in explosions such as took place in gun firing, where the pressure changed with extraordinary rapidity and whole effect only lasted a very short time, it would be of great advantage to have an instrument which would draw a curve representing the relation between the pressure at any time and the time that elapsed after the beginning of the explosion. By the application of Piezo electricity, information could be obtained which would be of value from both an industrial and scientific point of view. They would be able, for example, to discover all the processes that went on in a combustion engine and the effect of using different kinds of petrol.

NEW BISHOP OF BARKING.

The Rev. J. Theodore Inskip, Vicar of Christ Church, Southport, and Hon. Canon of Liverpool Cathedral, has been appointed Bishop-Suffragan of Barking in succession to the Right Rev. Thomas Stevens, D.D. The new Bishop-Suffragan is well known in the London district. Ordained in 1891, his first curacy was at St. James's, Hatcham, and in the next few years he was manager of 15 schools under the London School Board. From 1894 to 1900 he was Vicar of St. Paul's, Penzance, and then Vicar of Leyton from 1900 to 1907. In the latter period he was Special Lecturer on Pastoral Theology at King's College. Before going to Southport in 1916 he was Vicar of Jesmond, Newcastle, for nine years. He has throughout his ministerial career taken a large share in educational work in connection with the elementary and secondary schools.

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CABLE DELAYS.

HOME COMMENT.

The Times' Trade Supplement

save—

Through a great deal has been written about cable delays and their causes, and statistics showing the extent of these delays for different parts of the world have been published, the serious effect of this state of affairs in dislocating the machinery of import has scarcely been sufficiently emphasised. A representative of a leading London firm of produce brokers expresses the opinion that unless some energetic steps are immediately taken to deal with cable delays, the consequences will be nothing short of disastrous. We are, for instance, again faced with a prospective shortage of supplies of oils and fats, with a consequent rise in prices. Prices are rapidly running up to the maximum laid down by the Government, and when they reach that level there will be no alternative but to abolish maximum prices, unless we are to be starved altogether for supplies. The main cause of this shortage is to be found in the dislocation and confusion caused by the very great cable delays, which have been steadily getting worse since the Armistice was signed.

AS IN 1850.

To get a reply from the East, for instance, now takes anything from three to four weeks instead of one day, and so the commercial world is practically reduced to the conditions which prevailed before the coming of the telegraph. The result is that the infinitely complex organ of modern commerce has to live and struggle in a primitive

environment which it has long outgrown. Though seventy years ago it was feasible to carry on commerce without the telegraph, albeit markets were subject in consequence to violent fluctuations, to-day, when the world's trade and consumption are immeasurably greater, it is absolutely impossible. The vast increase has, in the interval, been regulated by improved facilities for handling it. Of these the telegraph is the most important, and by its means alone it is possible for the trading community of the world to keep in close touch with available supplies, and so ensure a regular and even flow.

EVIL EFFECT OF DELAYS.

Cable delays by keeping the trade in ignorance of what supplies are available inevitably tend to force up prices; they also have a paralysing effect on the freight market. Shipowners are experiencing great difficulties in communicating with their agents and so keeping in touch with their ships, with the result that vessels are continually lying idle during negotiations. Naturally the owner has to make up for such losses by increasing freights, while it is obvious that every hour spent in enforced idleness reduces the total carrying capacity of the world's sadly reduced tonnage. It has been estimated that the restoration of normal cable communications would increase the carrying capacity of the existing merchant fleets by 50 per cent. The causes of delay are many—need of repairs, priority given to Government messages, and the action of the censor are among the more important, but there are other causes which are less obvious. The question of the restoration of normal cable communications is a matter of great importance, and one which should be given the highest priority.

NOTICES.

HEINZ OVEN BAKED BEANS

All authorities agree that most of us eat too much meat—and that is bad for everyone. Most of us agree that too much meat at present prices is very extravagant—and that is bad for everyone. Heinz Baked Beans—Baked in real dry-heat ovens—have a greater food value than the same amount of meat, and will make you healthier. Heinz Baked Beans are so economical as compared with meat that they will make you wealthier.

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HONGKONG HARBOUR INCIDENT.

A SEQUEL.

On January 20 we reported an incident which occurred in the Harbour where one of five Chinese launches which had been doing patrol work in the Canton Delta prior to the declaration of war between the North and the South and had since been interned in Hongkong was surreptitiously towed out of the waters of the Colony by a tug belonging to the Cantonese party. Quite recently a writer in the North China Daily News made the assertion that the occurrence was never reported in the Hongkong Press, but this mistake was corrected by a local journal which paper reported the occurrence after the details had appeared in the Telegraph. For the benefit of the North China Daily News correspondent we give the sequel in the words of our informant.

As a sequel to Mr. Fraser's article in the North China Daily News, the public might imagine that the Police Department and the Government of Hongkong allowed the matter of the stealing of one of the interned Chinese patrol boats, to drop. This is not so, as at the time the Police immediately seized a sister vessel to the one that had been forcibly taken away from the waters of the Harbour which was detained by the Civil Police. The vessel was only released a few days ago after the return of the Kwong Li (the vessel that was taken away) accompanied by the sincere apologies of an accredited representative of the Southern party, which apology consists of an explanation that the act was committed by an over-zealous Chinese official. Now, so far as the Hongkong Government and the Cantonese Government are concerned, the matter has been settled to the satisfaction of all parties.

THE ADMIRAL LINE.

PACIFIC STEAMSHIP CO.

The Admiral Line have now been assigned by the U.S. Shipping Board the following steamers to be operated permanently in the Trans-Pacific Freight service:

S.S. "Western Knight,"
S.S. "West Hematite,"
S.S. "West Munham,"
S.S. "West Celina."

All of these ships are of 8,800 tons deadweight capacity, and about 10,000 tons measurement capacity, all being of the U.S. Shipping Board standard type of steamers.

The first two listed will be operated in the service to Puget Sound, calling at Seattle, Tacoma, Victoria and Vancouver, and the regular ports of call in the Orient will be Yokohama, Kobe, Shanghai, Manila and Hongkong. The "West Munham" and the "West Celina" will be operated in the service to and from Portland, Oregon, making the same ports of call in the Orient.

This probably marks the first step of the U.S. Shipping Board in assigning their ships for permanent operation in the Trans-Pacific Trade.

The "West Munham" sailed from Portland, Oregon, May 3rd, and will return to that port sailing from Hongkong about July 2nd. This was the first U.S. Shipping Board Trans-Pacific liner despatched from the port of Portland in the Trans-Pacific Trade. The "Western Knight" which sails from Seattle about June 20th, will be the first U.S. Shipping Board steamer to sail from that port in the regular Trans-Pacific Trade.

This now gives the Admiral Line four first-class steamers in the Trans-Pacific service, and, if conditions warrant, this fleet will probably be increased at a later date.

LATE INSPECTOR TERRETT.

THE FUNERAL.

The funeral of the late Inspector Terrett took place at Happy Valley last evening. A large number attending to pay their last respects to the deceased officer. The coffin was brought over to the Stone Pier by launch and there a procession was formed and proceeded along Wong Nei-chong Road. It was headed by the Police Reserve Band which was followed by the gun carriage bearing the coffin draped with the Union Jack and surmounted with deceased's belt and sword. The gun carriage was drawn by sergeants of the Police and alongside it were Chief Inspector Kerr, Chief Detective Inspector Morrison, Inspectors Gerrard, Garrod, Gordon, Lamont, Watt, Macdonald, Kent, Brazil, Angus, Grant, Davitt and Brown. Behind these came the c.s.p., Hon. Mr. E. D. C. Wolfe, Mr. P. P. J. Woodhouse, c.s.p., representing H. E. the Officer Administering the Government, Mr. Franks, a.s.p. (c.), and Mr. Purdue, a.s.p., Commander C. W. Beckwith and Mr. R. O. Hutchison. Among the Police Reserve Inspectors attending were Inspectors d'Almeida, Royleane, Sirdar Khan, Arculli, J. M. Alves, Silva Netto, B. W. Tape, Un' Hew Fan, J. M. Wong, Botelho, and Suffad. Next came members of the public, including Sir Boshan Wei Yik, Hon. Mr. C. G. Alabaster, o.b.e., Hon. Mr. E. R. Hallifax, o.b.e., Capt. Samson (representing H. E. the General Officer Commanding), Hon. Mr. Ho Fook, Hon. Mr. C. McI. Messer, Messrs. G. W. Gegg, D. J. Mackenzie, J. C. Widdin, W. Woolley, Chan Kai Ming, Ho Kam Tong, Ng Hon Tse, Hines, Major Wakeman, Lt. Stevens, Inspector Churcher and men of the R. N. Y. P., men from military detachments and then followed Indian and Chinese members of the Police Force.

From the Monument to the Cemetery the band played Chopin's Funeral March. The service at the graveside was conducted by the Rev. Copley Moyle. A large number of beautiful wreaths were sent, these being from: The Government of Hongkong, The Officer Administering the Government, Hon. C. S. P. and Mrs. E. D. C. Wolfe; the Hongkong Police Force; Sergeants' Mess, Central Police Station; Water Police Station; The Detective Staff; Sergeants' Mess, Water Police Station; Chinese Detectives, Yau-mat; Indian Police Force; Yau-mat Police Mess; R. N. Y. Police; No. 3 Station Mess; Chief District Watchmen; Chinese Detectives; Clerical Staff, Police Department; Sergeants' No. 7 Station; District Watchmen's Committee; Chinese Detective Staff; Chinese constables, No. 7 Station; the Grand Lodge of Hongkong and South China; United Service Lodge, No. 1341 E. C.; Perseverance Lodge, No. 1165 E. C.; United Mark Lodge, No. 419 E. C.; United Chapter, No. 1341 E. C.; Lodge, Wabab, No. 985 Salcott, India; The University Lodge; Ararat Lodge of R. A. M. No. 264, E. C.; Standard Oil Company, Officers, N. C. O.'s and men 40th Co. Royal Engineers; Hongkong Tramway Co.; Members of H. K. S. P.; G. Sergts. Mess, Kowloon; Messrs. Johnson, Stokes and Master; European and Chinese Staff, Harbour Dept.; Officers' Mess, Victoria Goal, Members of the Garrison Sergts. Mess, Members of the W. O. and N. C. O. Mess, R. E.; Central District Office, Sanitary Board; Sergts. Mess, 88 Co., R. G. A.; Officers' W. O. and N. C. O. and men, R. A. O. C.; Sergts. Mess, 1st Garrison-Battalion, Manchester Regt. Mount Austin Barracks; Officers and ship's Co., H. M. S. Whiting; European Staff, Import and Export Office; 87th Co. R. G. A.; Sergts. Mess; Brethren of the H. M. S. Tamar; European Staff, Naval Yard; H. Rutonjee and Son, Messrs. Hughes and Hough, Jack A. Tai and Co., Gande, Price and Co., Sir Boshan Wei Yik, Hon. Mr. C. G. Alabaster, o.b.e., Mr. Justice Melbourn, Mr. R. O. Hutchison; General Ngai Bong Ping; Mr. R. E. Lindell; Mr. P. P. J. Woodhouse; Mr. C. G. Purdue; Commander Beckwith; Mr. and Mrs. P. W. Goldring; Mr. D. H. Cameron; Mr. C. J. Poole; Chief Inspector Kerr, Insp. and Mrs. Angus, Mr. and Mrs. Gordon, Mr. G. A. Woodcock, Mr. and Mrs. B. W. Bradbury; Mr. and Mrs. W. H. Woolley; Mr. and Mrs. A. Elford; Mr. and Mrs. Willis; Mr. Ng Kwok Ting; Sergt. and Mrs. A. Culhford; Mr. and Mrs. J. S. Smith; Insp. and Mrs. Boulger; Sergt. Moss; Insp. B. Macdonald; Mr. and Mrs. G. Hagg; Inspector and Mrs. Kinn; Mr. Wai Pin; Sergt.

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Whether you do or do not see the ordinary photograph, matters little; this is not the case with "My Four Years in Germany." It is a picture that is historical, and it will be a matter for lasting regret to you if you miss it.

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M. Manuk; Messrs. Ng Ping-u and Wong Cheuk-kai; Messrs. A. Morrison and G. Albert; Mrs. Williamson and daughter; Mr. A. G. de Rocha; Sgt. and Mrs. Cargill; Mr. G. R. Royleane; Insp. Churcher; Sgt. J. Ogg; Sgt. Cockle and McWalter; Wei Wing Hong; Ip Pun; Sgt. F. Hoar; Insp. Wei Wing Sam; Mr. and Mrs. Timmus; Sgt. and Mrs. Purden; Mr. and Mrs. D. Urquhart; Sgt. and Mrs. Pitt; Mr. Arculli; Leung Yan-po; with fraternal sympathy from G.E.E., C.J.S., P.T.T., N.S.W.T., and A.E.S. Mr. and Mrs. Appleton.

KILLED BY A SPARK AT 91.
A spark which dropped from the fireplace was responsible for the death of Mrs. Catherine Anderson, aged ninety-one, an annuitant of the Scottish Widows' Society, who lived at Madras place, Holloway. She was sitting beside the fire in her room when the spark dropped on her apron and set it on fire. The remainder of her clothing became involved, and she received fatal burns. A verdict of "Accidental Death" was returned at the inquest at Islington.

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N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Keelung, Shanghai & Japan ports.
Cargo to Overland Points U.S. in connection with Great Northern,
Northern Pacific, and Chicago, Milwaukee and St. Paul Railways.FUSHIMI MARU Sunday, 22nd June, at 11 a.m.
KATORI MARU (calling Manila) Sunday, 13th July, at 11 a.m.
LONDON & ANTWERP via Singapore, Penang, Colombo, Suez,
& Port Said.YOKOHAMA MARU Friday, 13th June, at Noon.
TAMBA MARU Friday, 27th June, at Noon.MELBORNE & SYDNEY via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.

TANGO MARU Wednesday, 25th June, at 11 a.m.

NIKKO MARU Wednesday, 23rd July, at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Murocan, San
Francisco, Panama & Colon.

TOKIWA MARU Saturday, 14th June, at 3 p.m.

BOMBAY & COLOMBO via Singapore.

KOSOKU MARU Sunday, 15th June.

SHINRYU MARU end of June.

CALCUTTA & RANGOON via Singapore & Penang.

RANGOON MARU Wednesday, 25th June.

CALCUTTA MARU Saturday, 19th July.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU Thursday, 19th June, at 11 a.m.

AKI MARU Saturday, 19th July, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

SADO MARU Tuesday, 16th June, at 11 a.m.

TOYO MARU No. 2 (Kobe direct) Thursday, 19th June.

KITANO MARU Monday, 23rd June, at 11 a.m.

SHIMBU MARU Saturday, 28th June.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, South
American ports via Cape, etc.).

For further information apply to—NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. S. YASUDA, Manager.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

From Hongkong.

PERSIA MARU 18th June.

KOREA MARU 25th June.

TENYO MARU 25th July.

NIPPON MARU 7th Aug.

SIBERIA MARU 23rd July.

SWINBY MARU 13th Aug.

ANYO MARU 10th Sept.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU.

SAN FRANCISCO, SAN PEDRO, SALINO CRUZ.

BALBOA, CALLAO, ARICA AND IQUIQUE.

TEENEE BY TRANS ANDERSON ROUTE TO BUENOS AIRES.

Steamers.

KYO MARU Leave Hongkong.

SEIYO MARU 14th Nov.

Steamers are interchangeable with the Canadian Pacific Ocean Service, Ltd. and the Pacific
Mail Steamship Co.Passengers may travel by rail between ports of call in Japan free of charge
For full information as to rates, sailings, etc., apply to—

T. DAIGO, Manager.

KING'S BUILDING.

JAVA-PACIFIC-LYN

FOR SAN FRANCISCO Direct.

S.S. "BINTANG"

Will be despatched as above on or about

July, 20th, 1919.

For freight apply to—

JAVA-CHINA-JAPAN-LYN

Agents.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.

"NANKING" "CHINA"

15,000 tons, American Registry (10,000 tons, American Registry)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "CHINA"

Aug. 19th, 1919. July 2nd, 1919.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent.

Prince's Buildings, Ice House Street, Tel. 1934.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For Steamer Sailing

LONDON & ANTWERP

For particulars of sailings shippers are requested to approach
the undersigned.

Subject to change without notice.

or to BRIDGES & Co. Canton

Hongkong, 10, Apr. 1917.

THE BANK LINE, LTD.

General Agents.

SHIPPING NEWS.

VANCOUVER SHIPYARDS.

Vancouver.—The announce-
ment that Messrs. Yarrow intend
gradually to remove the bulk of
their industry from the Clyde to
the Pacific coast has aroused
much interest. Meanwhile a
Royal Commission is inquiring
into the conditions existing in
the largest shipbuilding yard
here—that of Messrs. J. J.
Coughlan. The main points in
the inquiry centre upon the very
conditions which Sir Alfred
Yarrow states, are influencing his
firm in moving from the Clyde to
British Columbia. The Coughlan
firm claims that through the
Radical-Socialist influences at
work among the union men
employed in the yards output has
been deliberately restricted to
such an extent as to be a serious
handicap to the industry. The
price of production in British
Columbia is set at approximately
\$200 (£40) per ton, compared with
\$120 (£24) in Great Britain.
Such competition cannot be met
successfully, it is declared, under
present industrial conditions.
The British Columbia Govern-
ment has set aside \$10,000 for
the purpose of conducting experi-
ments in iron smelting and steel
production from local ores. The
lack of any such industry has
added enormously to the handicap
of the shipbuilding industry.

LOSSES OF BRITISH LINERS.

Every class of British tonnage
has suffered severely during the
war, but none is more urgently
needed now than the large liners.
It would be interesting to know
what the Cunard Company think
about the proposed transfer of
the great liners to Dutch owner-
ship. Out of 25 sea-going
steamers which they possessed at
the outbreak of war 15 were lost,
with two exceptions by enemy
action. The ships lost included,
of course, the Lusitania, which
had then a speed of 25 knots,
and so shared with the Maure-
tania the honour of being one of
the two fastest ships in the world.
Again, the Oceanic Steam Navi-
gation Company (White Star
Line) lost nine large liners,
representing 143,145 tons, in-
cluding the Britannic, of
45,138 tons, one of the
largest and fastest ships in the
world. Then, since it was men-
tioned that the Johann Heinrich
Burchard and William O'Swald
were intended for the South
American trade. The Royal Mail
Steam Packet Company, whose
principal trade is with South
America, lost heavily, the many
vessels sunk including the Aragon
and Arcadian. It would be
the point to hear what companies
like these think of the proposed
transfer, and all such companies
would seem to be fully justified
in protesting vigorously against
any such transfer. The idea of
the sale seems particularly objec-
tionable because of the severe toll
taken of large British liners during
the war, while nothing was done,
in view of the urgency of main-
taining the food supply and build-
ing simple cargo vessels, to
replace them. The paucity of
large liners is shown in the follow-
ing list of vessels of over 20,000
tons and upwards, grouped
according to nationality. It will
be seen that there are eight
British ships of this class, four
American ships, including the
seized German liners America,
George Washington, and Ley-
thian, one Dutch, two French, two
Italian, and, including the two
ships which it is stated are to be
transferred to Holland, six Ger-
man vessels.

Name.	Tonnage.	Nationality.
Adriatic	24,541	British
Aquitania	45,647	do.
Baltic	23,876	do.
Belgic	24,547	do.
Cedric	21,040	do.
Celtic	20,904	do.
Mauretania	30,704	do.
Olympic	46,359	do.
America	22,622	American
George Washington	25,570	do.
Leythian	54,282	do.
Minnesota	20,602	do.
Rotterdam	24,149	Dutch
France	23,666	French
Paris	30,000	do.
Bismarck	56,000	German
Columbus	35,000	do.
Imperator	51,969	do.
Kaiserin Augusta	24,581	do.
Victoria	24,581	do.
William O'Swald	20,000	do.
Johann Heinrich	20,000	do.
Bismarck	20,000	do.
Dulio	20,000	do.
Grinlo Cesare	21,500	do.

SHIPPING

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To sail.
CHINKIANG & WUHU	13th June at noon	
SHANGHAI & TSINGTAO	15th June at 11 a.m.	
WUWU, CHEFOO & T'SIN Kueichow	15th June at noon	
SWATOW & SINGAPORE	17th June at 11 a.m.	
SWATOW & BANGKOK	17th June at 11 a.m.	
SHANGHAI	17th June at noon	
SHANGHAI	19th June at noon	

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO.
Excellent Saloon accommodation amidships. Electric Light and
Fans in Saloon and State-rooms. Regular schedule service between
Canton, Hongkong and Shanghai (three weekly) and Tientsin
weekly, taking cargo on through Bills of Lading to all Yangtze
and Northern China Ports. Passengers are loaded in Shanghai,
avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from Bangkok via
Swatow.

For Freight or Passage apply to

Telephone No. 36.

Hongkong June 12, 1919.

BUTTERFIELD & SWIRE,
Agents.

JAVA-CHINA-JAPAN L.J.N.

Regular Fortnightly Service between
CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tijpanas	Java	in port	12th June	Japan
Tjimanoeck	Japan	25th June	27th June	Java

The steamers are all fitted throughout with electric light and
have accommodation for a limited number of saloon-passengers.
All steamers carry a duly qualified surgeon. Cargo taken at
through rates to all ports in Netherlands-India and Australia.

For particulars of Freight and Passage, apply to the

Telephone No. 1574.

JAVA-CHINA-JAPAN L.J.N.
York Building.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having
good accommodation for First Class Passengers. Electric Light and
Fans in state-rooms and Saloon and Excellent Cuisine.
FOR SWATOW, AMOY AND FOCHOW AND RETURN.
(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Quintbaug	Medina	FRI. 13th June at 10 a.m.
Haitan	A. H. Stewart	TUES. 17th June at 1 p.m.
Haihong	J. W. Evans	FRI. 20th June at 1 p.m.

Arrivals and Departures from the Company's Wharf (near
Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,
General Managers.INDO-CHINA STEAM
NAVIGATION CO., LTD.

Projected Sailings from Hongkong.—(Subject to Alteration).

For	Steamship	On
MANILA	Loongsang	Fri. 13th June at 3 p.m.
STRAITS & Calcutta	Kumsang	Sat. 14th June at 3 p.m.
SHANGHAI	Hopsang	Sun. 15th June at 11 a.m.
SHANGHAI	Tientsin	Wed. 18th June at 11 a.m.
TIENSIN	Cheongshing	Fri. 20th June at 11 a.m.
MANILA	Yuenang	Fri. 20th June at 3 p.m.
KOBE	Fooshing	Wed. 25th June at 3 p.m.
STRAITS	Namsang	Fri. 27th June at 3 p.m.

CALCUTTA LINE.—This line has now been re-organized and offers regular sailings to Calcutta
via Singapore and Penang.Sailing from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally
calling at Shanghai.All steamers have excellent passenger accommodation, are fitted with electric light and
fans and carry a fully qualified surgeon.SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes
calling at Tientsin. Steamers on this line have a limited amount of passenger accom-
modation, and through tickets can be obtained for Hankow and Yangtze Ports via Shanghai.
Through Bills of Lading are issued to all Northern and Western Ports.MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accom-
modation, sailings from both ports every Friday.HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong when
indicated.BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up to
400 tons.Cargo taken on through Bills of Lading for Kanton, Swatow, Amoy, Tientsin, Canton and Tientsin
calling at Whampoa and Chefoo.

Under Straits Government Passport Regulations.

All European Passengers, leaving the Colony for Straits Settle-
ment, are required to produce on arrival at destination passports
with their Photographs and description affixed thereto.

For Freight or passage, apply to

Telephone No. 215.

JARDINE MATHESON & CO., LTD.
General Managers.

FOR NEW YORK

BLUE FUNNEL LINE.

S.S. "EURYADES"

Will be despatched for NEW YORK via Panama on Thursday
July 5th.

For Freight and further particulars, apply to—

BUTTERFIELD & SWIRE

SHIPPING.

O. S. K.

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.
"Andes Maru" Saturday, 21st June (Call Marseilles).
"Altair Maru" End of July.

GENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co.'s steamer.
"Siam Maru" Wednesday, 18th June.

BUENOS AIRES RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN AND CAPE TOWN VIA SINGAPORE.
"Hawaii Maru" Wednesday, 18th June.

BOMBAY & COLOMBO. Regular fortnightly service via S'PORE.
"Siam Maru" Wednesday, 18th June.

RAIGON, BANGKOK & SINGAPORE—Regular Monthly Service.
"Shisen Maru" 2nd July.

SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N. Z. and ADELAIDE.
"Kohso Maru" Wednesday, 9th July.

VICTORIA, VANCOUVER & TACOMA VIA MANILA, KEELUNG, SHANGHAI, NAGASAKI, MOJI, KOBE, YOKKAICHI & YOKOHAMA.
"Mexico Maru" Saturday, 21st June.

HAIPHONG—Three times a month service.
"Daitoku Maru" Sunday, 15th June.

KEELUNG, TAKAO VIA SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

TAKAO VIA SWATOW AND AMOY.
"Soshu Maru" Thursday, 19th June.

KEELUNG VIA SWATOW AND AMOY.
"Kaijo Maru" Sunday, 15th June.

JAPAN PORTS—MOJI, KOBE, YAKKAICHI & YOKOHAMA.
"Hawaii Maru" Friday, 13th June.

For sailing dates and further particulars please apply to—
Y. YASUDA, Manager.
Tel. No. 744 and 745 No. 1, Queen's Building.

Y. K. K.

YAMASHITA KISEN KAISHA.

(THE YAMASHITA STEAMSHIP CO., LTD.)

NANYO MARU No. 1

NANYO MARU No. 2

NANYO MARU No. 3

SODEGAURA MARU.

KYODO MARU No. 13

TAMON MARU No. 1

ASOSAN MARU.

CHEIAN MARU.

REGULAR SERVICE FOR

FREIGHT BETWEEN

HONGKONG.

BANGKOK

and/or

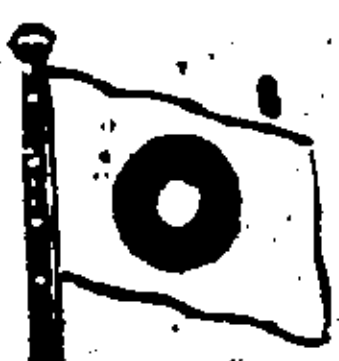
SINGAPORE.

For Particulars Please Apply to—

M. KOBAYASHI, Agent.

Tel. No. 140 & 155.

Top Floor, King's Building.



KUHARA SHOJI KAISHA, LTD.

KUHARA TRADING CO., LTD.

(Shipping Department).

HEAD OFFICE (KOBE).

Branches and Representatives:—

TOKIO, OSAKA, LONDON, NEW YORK, PARIS, ROME, BERLIN, PORT SAID, CALAIS, HAVANA, BOMBAY, CALCUTTA, COLOMBO, SINGAPORE, TAWAU, BANGKOK, SAIGON, VLADIVOSTOK, SHANGHAI and TAIPEH.

Taking Cargo on through Bills of Lading to Pacific Coasts, Japan, China, India, Java, North and South America, also to Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.

For further particulars apply to—

CHU KYOKU TRADING Co.,

M. HASHIMOTO,

General Agents.

Telephone No. 2108.

THE ADMIRAL LINE.

PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

S.S. "WEST MUNHAM"

will be despatched on or about July 2nd.

For SEATTLE, TACOMA & PORTLAND.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER

"WESTERN KNIGHT" About August 1st

"WEST HEMATITE" " " 10th

For SEATTLE, TACOMA & PORTLAND.

"WEST-CELINA" About August 15th.

THROUGH BILLS OF LADING ISSUED TO OVERLAND CARRIERS.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE

JOHN J. GORMAN, GENERAL AGENT.

Telephone 2417 & 2418 5th Floor, Hotel Manama.

SHIPPING.

THE DOLLAR S. S. LINE.

SAILINGS FROM HONGKONG FOR

VANCOUVER

via MANILA & SHANGHAI

STEAMER "BESSIE DOLLAR" ... about June, 29th.

FOR SAN FRANCISCO.

"UNNAMED" ... Early July.

"TANCRED" ... 30th July.

Through Bills of Lading issued to all parts of United States or Canada.

For particulars for freight apply to—

THE ROBERT DOLLAR Co.

GENERAL POST OFFICE BUILDING TEL. 795.

THIRD FLOOR 792.

VESSELS LOADING AND TO LOAD.

Destination	Vessel's Name	For Freight Apply To	To be Despatched
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JAPAN AND COAST PORTS.

Chinkiang and Wuhu	Paoting	B. & S.	13, June
Shanghai	Sunning	B. & S.	13, June
Swatow, Amoy and Foochow	Quinnabang	J. M. Co.	13, June
Manila	Looyang	J. M. Co.	13, June
Straits and Calcutta	Kumsan	J. M. Co.	14, June
Bombay via Ports	Kosoku M.	N. Y. K.	14, June
Shanghai	Hopsang	J. M. Co.	15, June
Haiphong	Daitoku M.	O. S. K.	15, June
Shanghai and Tsingtao	Yingchow	B. & S.	15, June
Weihaiwei, Chefoo, & Tientsin	Kueichow	B. & S.	15, June
Swatow and Bangkok	Changchow	B. & S.	17, June
Swatow, Amoy and Foochow	Haitan	B. & S.	17, June
Swatow and Singapore	Linan	B. & S.	17, June
Shanghai	Sinking	N. Y. K.	17, June
Shanghai, Kobe and Yokohama	Sado M.	N. Y. K.	17, June
Genoa and Bombay	Siam M.	O. S. K.	18, June
Shanghai	Tungshing	J. M. Co.	18, June
Shanghai	Suiyang	B. & S.	19, June
Takao via Swatow and Amoy	Soshu M.	O. S. K.	19, June
Tientsin	Japan	P. & O.	19, June
Swatow, Amoy and Foochow	Cheongahing	J. M. Co.	20, June
Manila	Haihong	D. L. Co.	20, June
Nagasaki, Kobe and Yokohama	Yusanz	J. M. Co.	20, June
Manila, Cebu and Iloilo	Nikko M.	N. Y. K.	21, June
Kobe	Taming	B. & S.	24, June
Calcutta via Ports	Fooshing	J. M. Co.	25, June
Straits	Rangoon M.	N. Y. K.	25, June
Shanghai, Kobe and Yokohama	Namsang	J. M. Co.	27, June
Sydney and Melbourne	Loy's M.	N. Y. K.	19, June
	Kobso M.	O. S. K.	9, July

HONGKONG STORM SIGNAL CODE. (LOCAL).

Introduced on 1st JULY, 1917.

SIGNAL	SYMBOL	DAY SIGNALS.	MEANING.
1.	▲ (RED)	▲	A typhoon exists which may possibly cause a gale at Hongkong within 24 hours.
2.	▲	▲	Gale expected from the North (N.W. to N.E.)
3.	▲	▲	South (S.E. to S.W.)
4.	▲	▲	East (N.E. to S.E.)
5.	▲	▲	West (N.W. to S.W.)
6.	▲	▲	Gale expected to increase.
7.	+	+	Wind of typhoon force expected (any direction).

Signal No. 1 is intended as a warning to "Stand By" and watch for the next signal. When it is hoisted after a black signal has been displayed it will mean that, on account of a change in the track of the typhoon, or for some other reason, a gale is no longer expected from the direction indicated by the signal, and that another black signal may possibly be hoisted later.

Signal No. 7 will be accompanied by three explosive bombs, fired at intervals of 10 seconds at the Water Police Station and repeated at the Harbour Office.

The signals will be lowered when it is considered that all danger is over.

The Day Signals will be displayed at the mainland of the storm signal, near the Blackhead Hill, the Harbour Office, H.M.S. "Tiger", Green Island signal mast, the signal on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon, the signal on the premises of the Standard Oil Company at Lai-chai-ko, and the signal near the Field Office's Quarters at Tsimshatsui.

NIGHT SIGNALS. (Lamps.)

1.	2.	3.	4.	5.	6.	7.
WHITE	WHITE	GREEN	GREEN	WHITE	GREEN	RED
WHITE	GREEN	WHITE	GREEN	WHITE	GREEN	RED
WHITE	GREEN	WHITE	GREEN	WHITE	GREEN	RED

The Night Signals will be displayed, at sunset, on the tower of the Railway Station, on H.M.S. "Tiger", and on the Harbour Office flagstaff. They will have the same significance as the day signals.

Signal No. 7 will be accompanied by explosive bombs as above, in the event of the information conveyed by this signal being first published at night.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here:—

Hingwui, from Shanghai.

Liyauntai, No. 38, Yikiting Street, from Peking.

Harry Hiers, s.s. Empress of Russia, from Southbanking.

Taifookshingtai, from Dairen.

Boisbois, from New York.

Wangyung, Kunghe Hotel, from Shanghai.

Wingchunghsing, Winglock Street, from Yokohama.

Kianguan, from Amoy.

Joohongsing, Robinson Road, from Shanghai.

Baer, Hongkong Hotel from Yokohama.

Sakata, Natsubara, from Kobe.

Ford, Jardine, from Tientsin.

Kinsing, from Kobe.

Chentzilin, Yuenesi, Western Market, from Kobe.

Huianghsien, Chungchuan, Kunghe Hotel, from Shanghai.

Kwanhing, from Amoy.

Mrs. Lui c/o Chan Kuican, from Amoy.

Yunan Hengchingtai, Hengchingtai, Haiphong, from Shanghai.

Yuehsang, from Shanghai.

Katotokikazu, c/o Yoramal, from Yamototaki.

Ashley Pierce, from Shanghai.

Tahing, from Amoy.

Yunsang, Chungway, from Shanghai.

Neeshengloong, Ytecklee from Shanghai.

Woofohsing, from Shanghai.

Admiral Rodgers Gunboat Generalalava, from Peking.

H. C. CARSTENSEN,

Act. Superintendent,

Hongkong June 6, 1919.

EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO.

List of Unclaimed Telegrams lying in the E. E. Telegraph Office at Hongkong:—

Continents, from San Francisco.

Eadie (2), from New York.

Fluivell, from Haiphong.

Mauricio Ancheta, from Sanfermandelaunon.

Terry, from London.

Torlif Ahlsand c/o Norwegian Consulate, from Bombay.

Vaile, from Sydney.

J. K. GIBSON,

Superintendent,

Hongkong, June 5, 1919.

TIDE TABLE.

From 9th June to 15th June.

Day	Month	High Water	Low Water	Day	Month	High Water	Low Water
Mon	6	5.45	1.15	Mon	13	5.45	1.15
Tues	7	5.45	1.15	Tues	14	5.45	1.15
Wed	8	5.45	1.15	Wed	15	5.45	1.15
Thurs	9	5.45	1.15	Thurs	16	5.45	1.15
Fri	10	5.45	1.15	Fri	17	5.45	1.15
Sat	11	5.45	1.15	Sat	18	5.45	1.15
Sun	12	5.45	1.15	Sun	19	5.45	1.15

m morning, a afternoon

SHIPPING NEWS.

ANGLO-SWEDISH TRAIN-FERRY.

The announcement that a proposal has just been submitted to the Swedish Government for a daily train-ferry between England and Gothenburg marks the revival of a project to which considerable attention had been given in the immediate pre-war period.

The scheme which has now been put forward is based on a report which has been made by a committee of the Swedish State Railways and includes the provision of six ferry ships of 13,000 tons displacement. The broad features of the design follow those adopted for the Richborough train ferries, the suggestion being that each ship shall be fitted with four lines of rail which would give accommodation for 50 goods wagons. As far as Sweden is concerned the scheme is a State project, and it is hoped that the British Government—which is reported to be favourably disposed—will give financial aid.

Opinion in Sweden would incline to the view that the advantages to British trade which would follow the inauguration of a daily service may induce the British Government to undertake the financial responsibility for three of the train ferry steamers. It is probable that the announcement of Hull as the British terminal port is somewhat premature.

CONSIGNED.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE & STRAITS.

THE Company's Steamship.

"MISHIMA MARU"

Having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 12 noon, TO-DAY.

Goods not cleared by the 15th June, 1919, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour on Tuesday & Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Agents

Hongkong, 9th June, 1919.

CHINA MAIL STEAMSHIP COMPANY, LTD.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO.

YOKOHAMA & SHANGHAI.

THE Steamship

"NANKING"

Having arrived from the above-mentioned ports, consignees of cargo are hereby informed that their cargo is being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co. Ltd., and stored at Consignees' risk.

Goods not cleared by the 13th inst., 1919, at noon, will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godown where they will be examined on Friday, 13th inst. at 10 a.m.

All claims against the steamer must be presented within 3 weeks of the steamer's arrival, otherwise they will not be recognized.

No claim will be admitted after the goods have left the Godown.

No Fire Insurance whatever will be effected.

O. H. RITTER,

Agent.

Prince's Building, Ground Floor.

Hongkong, 6th June, 1919.

PACIFIC MAIL S.S. CO., LTD.

NOTICE TO CONSIGNEES.

S. S. "VENEZUELA"

From SAN FRANCISCO,

HONOLULU, JAPAN PORTS,

SHANGHAI & MANILA.

The above mentioned vessel having arrived from the above mentioned ports, consignees of cargo are hereby informed that their cargo will be landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf & Godown Co. Ltd., and stored at consignees' risk.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before bills of lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on June 16th at 10 o'clock.

All claims must be presented within a month of the steamer's arrival here, after which they cannot be recognized.

No claims will be admitted after the goods have left the Godowns and all goods remaining undelivered after June 18th will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their bills of lading countersigned.

MOVEMENTS OF STEAMERS.

The N. Y. Y. s.s. SADO MARU (European Line) left Liverpool for this port via the Suez Canal on the 8th ult. and is expected here on the 16th June.

The N. Y. K. s.s. KITANO M. (European Line) left London for this port via the Suez Canal on the 17th ult. and is expected here on the 22nd June.

The T. K. K. s.s. KOREA M. sailed from San Francisco May 21st, and will arrive at Hongkong June 18th.

The N. Y. K. s.s. NIKKO M. (Australian Line) left Sydney for this port via Australian ports and Manila on the 30th ult., and is expected here on the 20th June.

The N. Y. K. s.s. TOYO MARU No. 2 (Bombay Line) left Bombay for this port via Singapore on the 29th May, and is expected here on the 18th June.

The s.s. PERSIA MARU arrived at Yokohama June 2nd and will sail June 5th as per schedule, being due at this Port June 13th.

The s.s. GAELIC PRINCE is expected here from New York about the middle of June.

The Admiral Line s.s. WEST MUNHAM arrived at Shanghai on June 3rd, and is due to arrive here via Manila on or about June 27th.

The N. Y. K. s.s. TOKIWA M. (New York Line) left Kobe for this port via Nagasaki on the 4th inst., and is expected here on the 11th inst.

The N. Y. K. s.s. NIKKO M. (Australian Line) left Thursday Is. for this port via Zamboanga and Manila on the 6th June and is expected here on the 18th June.

The N. Y. K. s.s. SHIMBU M. (Calcutta Line) left Calcutta for this port via Singapore on the 7th June and is expected here on the 27th June.

The N. Y. K. s.s. INABA M. (European Line) left London for this port via the Suez Canal on the 31st May, and is expected here on the 10th July.

The R. M. S. EMPRESS OF JAPAN sailed from Vancouver, 29th May, and is due Yokohama on the 12th June.

The R. M. S. EMPRESS OF RUSSIA arrived Vancouver on the 30th May.

The T. K. K. s.s. KOREA M. arrived at Yokohama June 7th, and will sail June 10th, as per schedule, being due at this Port June 18th.

LEGISLATIVE COUNCIL

HIS EXCELLENCY MR. SEVERN INDISPOSED.

SPEECHES EXPLAINING NEW LEGISLATION.

A meeting of the Legislative Council was held in the Council Chamber this morning, when those present were—

H.E. the General Officer Commanding the Troops, (Major-General F. Ventris) presiding.
The Hon. Mr. A.C.M. Fletcher, C.B.E. Acting Colonial Secretary.
The Hon. Mr. H. E. Pollock, K.C. Attorney General.
The Hon. Mr. E. R. Hallifax, O.B.E., Secretary for Chinese Affairs.

The Hon. Mr. C. Mc I. Messer, O.B.E., Colonial Treasurer.
The Hon. Mr. W. Chatham, C.M.G. Director of Public Works.
The Hon. Mr. E. D. C. Wolfe, Capt. Superintendent of Police.
The Hon. Mr. E. V. D. Parr.
The Hon. Mr. Ho Fook.
The Hon. Mr. Lau Chai Pak.
Mr. A. Dyer Ball, (Clerk of Councils).

FINANCIAL.

The following financial votes, recommended by H. E. Mr. Severn, were submitted to the Finance Committee and later approved—

\$600 in aid of the vote Miscellaneous Service, language bonuses.

\$15,000 in aid of the vote Public Works, Extraordinary, New Territories, communications, (41) roads, (d) general works.

\$100 in aid of the vote Royal Observatory, other charges, transport.

\$3,000 in aid of the vote Public Works, Extraordinary, Kowloon, miscellaneous, miscellaneous works.

\$2,200 in aid of the vote Public Works, Extraordinary, (15) Miscellaneous Drainage Works, (a) main sewer to intercept drainage from houses on east side of Mount Kellett.

CUSTODIAN OF ENEMY INTERESTS.

The Hon. Attorney General moved the first reading of a Bill intitled an Ordinance for the appointment of a Special Custodian of Enemy Interests in China Companies.

The Hon. Colonial Secretary seconded, and the Bill was read a first time.

The object of this Bill is to bring about a harmonious working arrangement, in the case of China Companies, as defined by this Ordinance in regard to which companies His Majesty's Minister in China has appointed or may hereafter appoint a Custodian of Enemy Property in China where by the Governor of this Colony is enabled (notwithstanding the appointment by him of a Hongkong official as Custodian generally of enemy property) to appoint the same Custodian in the case of China Companies as has been appointed or may hereafter be appointed by His Majesty's Minister in China. In this way all possibility of any future conflict of powers between the Colonial Treasurer here, who is usually appointed Custodian of Enemy Property in China will be avoided. For a similar reason it has been thought desirable to make it clear in this Ordinance that the Custodian has full power to sell shares, stock, debentures, and debentures stock of a China Company and that such company has and has had full power to legally purchase the same "any law or any regulation of the company to the contrary notwithstanding."

HON. MR. SEVERN ILL.
His Excellency the Officer Commanding the Troops, Major-General Ventris, said—I am sorry to say that the Officer Administering the Government is slightly indisposed. He managed to get to the Executive Council meeting this morning but he has lost his voice and has asked me to preside at this Council.

PROTECTION OF MARINE STORES.

The Hon. Attorney General moved the second reading of a Bill intitled an Ordinance for the more effectual protection of marine stores. In doing so he said the Ordinance repealed the former Naval Stores Ordinance of 1875 which was directed solely to the question of stores which were the property of the Crown. Since the year 1875, as the Hon. Members would readily appreciate, all sorts of important industries and enterprises had grown up in the Colony; important ship-building and important dockyards, and therefore, it was thought advisable, in the present Bill, to extend the protection of the law to the effectual protection of marine stores; and not only marine stores which were owned by the Crown, but also marine stores which were owned by various commercial companies and firms and individuals. It was also thought advisable to include in the definition of marine stores, under the Ordinance, coal. As Hon. Members were no doubt aware, there was a tendency in the Colony to petty thefts in the waters of the Colony, of marine stores and coal, and the object of the Bill was to bring under greater control dealers in marine stores who, under Clause 3 of the Bill, were persons who were required to keep shops for selling any stores in the Colony; also hawkers of marine stores, who, as Hon. Members would note from Clause 3 of the Bill, could not be granted a licence except on the application of a dealer of marine stores who had to give security for the marine hawker. Another important provision of the Bill was in Clause 5, which required dealers in marine stores to keep books of the marine stores they dealt with. Clause 6 gave power to the police to inspect the books and Clause 7 prohibited the dealer in marine stores or the hawker, from buying or selling provisions of any kind. The provision was thought desirable to check any possible leakage by the sale or attempted sale of provisions in the waters of the Colony. Clause 8 provided that a marine stores hawker should only deal in such stores as the dealer who applied for the hawker's licence dealt in. Clause 9 prohibited the hawker from selling marine stores of any kind. He could only buy stores and he (the speaker) thought Hon. Members would appreciate the fact that it would not do for the hawker to have the power to sell because in that way he might buy and forthwith get rid of the stores by selling and there would be no trace of his purchases. With regard to Clause 10, that contained a useful provision with regard to penalty on persons found in possession of stores which they could not account for. Clause 11 which was much wider in its terms than the corresponding clause of the Ordinance of 1875, was made so to correspond with the important commercial undertakings which had arisen since 1875. It provided that it should not be lawful for any person without permission in writing from the Harbour Master to sweep or dredge in the waters of the Colony between the western boundaries of the Harbour and the Lyemooon Pass, within 100 yards from any wharf or dock or any shipping or victualling or engineering or repairing yard. Clause 12 specified the penalties. Clause 13, which was taken practically bodily from the old Ordinance of 1875, referred to the penalty for unlawful applications of the marks of H. M. stores and Clause 14, also taken from the old Ordinance, provided a penalty for obliterating marks from H. M. stores. Those marks would be found in the schedule to the Ordinance. Clause 15 gave power to apprehend suspected offenders and Clause 16 gave power to stop and search boats, persons, etc. Clause 17 provided for the saving of liability under other Ordinances, that was, that no person should be punished twice for the same offence and Clause 18 repealed the old Ordinance. In the preparation of the Bill in matters of detail he had received much assistance from the Hon. Sec. for Chinese Affairs and the Hon. C.S.P. and Commander Beckwith and he ventured to express the hope that the Bill would enable the petty pilfering which took place in the waters of the Harbour to be more effectively dealt with in the future than it had been in the past.

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The Hon. Colonial Secretary seconded, and the Bill was read a first time.

The object of this Bill is to bring about a harmonious working arrangement, in the case of China Companies, as defined by this Ordinance in regard to which companies His Majesty's Minister in China has appointed or may hereafter appoint a Custodian of Enemy Property in China where by the Governor of this Colony is enabled (notwithstanding the appointment by him of a Hongkong official as Custodian generally of enemy property) to appoint the same Custodian in the case of China Companies as has been appointed or may hereafter be appointed by His Majesty's Minister in China. In this way all possibility of any future conflict of powers between the Colonial Treasurer here, who is usually appointed Custodian of Enemy Property in China will be avoided. For a similar reason it has been thought desirable to make it clear in this Ordinance that the Custodian has full power to sell shares, stock, debentures, and debentures stock of a China Company and that such company has and has had full power to legally purchase the same "any law or any regulation of the company to the contrary notwithstanding."

The Hon. Attorney General moved the first reading of a Bill intitled an Ordinance for the appointment of a Special Custodian of Enemy Interests in China Companies.

The Hon. Colonial Secretary seconded, and the Bill was read a first time.

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why the word "hawker" should be chosen to represent a person who was merely a buying agent for a marine stores dealer.

The Hon. Attorney General said that perhaps the Hon. Mr. Alabaster could suggest a substitute for the word.

The Hon. Mr. Alabaster said as a hawker was essentially a seller, he suggested the elimination of that word and the adoption of another word which would be appropriate to describe the exact person they desired to get at. So far as he could see from the Bill the marine stores dealer's buyer seemed to be the person they were aiming at. The Bill would not stop hawking of marine stores although it was obviously intended that it should, because the definition of hawker was not so framed as to cover the person who sold the marine stores. He asked the Government if they were prepared to have the Bill referred to the Standing Committee on Law, when perhaps that Committee might be able to find a word appropriate to describe the person whom they were getting at.

The Hon. Colonial Secretary said he thought that would be the best course. The Bill might stand over for to-day and be referred to the Standing Law Committee of the Council. The Bill was accordingly referred to the Standing Law Committee.

BIRTH AND DEATHS.

The Hon. Attorney General moved the second reading of a Bill intitled an Ordinance to amend the law relating to the Registration of Births and Deaths. He said that, as Hon. Members would see, the object was to carry out the recommendation recently made by the Medical Board to the effect that it was desirable to include in any medical certificate of the cause of death a statement as to whether any or what anaesthetic was administered during the illness preceding death and how long before death.

The Hon. Colonial Secretary seconded and the Bill was read.

In committee, the Hon. Mr. Alabaster moved that the words "before such death" be deleted from the sixth line of Section 2 and the words "during such illness" substituted, and the deletion of the word "such" in the last line. The Medical Board had, as was stated in the objects and reasons, considered it desirable that the certificate should state if any and what anaesthetic was administered in the course of the illness, preceding the death and therefore it seemed unnecessary to cast on the doctor the duty of stating all the anaesthetics administered during the person's lifetime, which was the literal meaning as the clause now stood.

The Hon. Attorney General said he was prepared to accept the amendments and the Bill passed all stages, after a few minor amendments of a formal nature suggested by Mr. Alabaster.

ARMS AND AMMUNITION.

The Hon. Attorney General moved the second reading of a Bill intitled an Ordinance to amend the Arms and Ammunition Ordinance 1900. In doing so, he said the object of this Bill was to render far more deterrent the powers of a Court with regard to punishing persons in possession of arms, it being felt that in many cases persons in possession of arms are potential armed robbers and have every intention of committing armed robbery. The whole object of the Bill was to carry out that intention. Clauses 2, 3, 4 and 5 carried it out by making the punishment the same as in the amended Section 28 of the present Bill. In the original Section 28 the Magistrate had power to fine \$1000 and imprison for a term not exceeding one year. By the amendment there was power for two Magistrates sitting together to impose a fairly severe penalty, a fine not exceeding \$2,000 and imprisonment for a term not exceeding two years. Power was also given in cases where it was thought a still longer term was required, on application of the C.S.P., or his deputy, to ask the Magistrate to commit for trial at the Supreme Court which had power to imprison for a term not exceeding seven years.

He was going to move an amendment in Clause 7 of the Bill to the following effect and Section 29 is also amended by inserting after the word "forfeited" the following words, namely: "together with any article or thing of any kind or description whatever in which such arms or ammunition are contained." There was a recent case in the Police Court in which arms or ammunition were found inside a clock. It was usual to have power to forfeit articles in which things of

this sort were contained and he thought it would be agreed that there should be this power of forfeiture.

The Hon. Colonial Secretary seconded and the Bill was read a second time.

In Committee, the Hon. Attorney General moved the amendment he had referred to.

Hon. Mr. S. H. Dodwell.—Then that means if arms are found on a steamer you can confiscate the steamer?

Hon. Mr. Alabaster.—We are given the case of the clock but no case has been made out. You might confiscate persons clothing because the articles are in his pocket or his personal luggage because it is in his luggage. I move the section stand amended. The Hon. Mr. S. H. Dodwell seconded.

Hon. Attorney said he did not press the amendment, which was dropped.

The Bill then passed in all its stages.

END OF THE WAR.

The Hon. Attorney General moved the second reading of a Bill intitled an Ordinance to make provision for determining the date of the termination of the present war and for purposes connected therewith.

He said the Bill was founded on the lines of legislation passed at Home.

The Hon. Colonial Secretary seconded and the Bill passed all its stages.

MISSIONS TO SEAMEN.

The Hon. Mr. S. H. Dodwell moved the second reading of the Bill intitled an Ordinance to provide for the Incorporation of the Missions to Seamen in Hongkong.

The Hon. Mr. E. V. D. Parr seconded and the Bill passed all its stages without amendment.

BILL WITHDRAWN.

On the second reading of the Bill intitled an Ordinance for the better prevention of Corruption, the Hon. Attorney General moved that the Bill be withdrawn.

The Hon. Colonial Secretary seconded and the Bill was withdrawn.

THE ARRESTED STUDENTS.

ONE FINED.

The Chinese students' case was concluded this afternoon.

Mr. Leo d'Almada argued at length to the effect that the procession was no offence under the Ordinance. As regards the charge of exhibiting notices on the umbrellas bearing the Chinese characters Kwok Fau, without a permit from the S. C. A., Mr. d'Almada said that these characters were used as a description of the make of the umbrellas.

Mr. Lindsell convicted one of the defendants for holding a procession without a permit and fined him \$10. The others were discharged with a caution.

HONGKONG MILITARY SERVICE MEN.

Information having been received from the Officer Commanding No. 2 C.B.I. Depot, Kerkese, India, regarding the Hongkong Military Service Recruits, the following (which gives the present location of these recruits) is forwarded to us from Military Headquarters—

List showing the present location of the Hongkong Military Service Recruits, as far as is known, 9th May—

Ptes. A. C. Johnston, G. E. Goldsborough, T. H. Mathew, A. Morley, W. T. Elson, C. Young, E. J. Beck, J. M. Jack, A. E. Godfrey, A. F. Brown, V. C. Labrun, J. B. Spiers, A. H. Crow, A. Davis, T. O'Neil, J. Rodger, P. H. Weston, L. S. Rapley and L. Jack.—Proceeded to Salonika 1.12.1918.

Pte. A. G. Graham.—Invalided to England 10.1.19.

Pte. W. Barker.—Employed with Military Accounts, Poona.

Pte. A. Mountain.—In Depot for repatriation to Australia.

Pte. J. Brook.—In Depot waiting return to Hongkong.

Pte. A. Hughes.—In Depot waiting return to Hongkong.

Pte. J. Noon.—Hospital, Bombay.

Pte. J. Thomas.—Hospital, Deolali.

this sort were contained and he thought it would be agreed that there should be this power of forfeiture.

The Hon. Colonial Secretary seconded and the Bill was read a second time.

In Committee, the Hon. Attorney General moved the amendment he had referred to.

Hon. Mr. S. H. Dodwell.—Then that means if arms are found on a steamer you can confiscate the steamer?

Hon. Mr. Alabaster.—We are given the case of the clock but no case has been made out. You might confiscate persons clothing because the articles are in his pocket or his personal luggage because it is in his luggage. I move the section stand amended. The Hon. Mr. S. H. Dodwell seconded.

Hon. Attorney said he did not press the amendment, which was dropped.

The Bill then passed in all its stages.

END OF THE WAR.

The Hon. Attorney General moved the second reading of a Bill intitled an Ordinance to make provision for determining the date of the termination of the present war and for purposes connected therewith.

He said the Bill was founded on the lines of legislation passed at Home.

The Hon. Colonial Secretary seconded and the Bill passed all its stages.

MISSIONS TO SEAMEN.

The Hon. Mr. S. H. Dodwell moved the second reading of the Bill intitled an Ordinance to provide for the Incorporation of the Missions to Seamen in Hongkong.

The Hon. Mr. E. V. D. Parr seconded and the Bill passed all its stages without amendment.

BILL WITHDRAWN.

On the second reading of the Bill intitled an Ordinance for the better prevention of Corruption, the Hon. Attorney General moved that the Bill be withdrawn.

The Hon. Colonial Secretary seconded and the Bill was withdrawn.

NEW ADVERTISEMENTS.

THE ROBERT DOLLAR CO.

NOTICE.—Chiu Lin Fong, who has for some time past been employed by us as our Comptroller, has now resigned from that position, and will henceforth possess no authority to act for us in any way. All persons (if any) who have claims against him or ourselves in respect of anything done by him as our Comptroller are requested to notify us of such claims before the 15th day of June next.

Dated this thirty-first day of May 1919.

WISEMAN, LTD.

TEA DANCES

on (THURSDAY), June 12th.

D. M. GOODALL, Manager.

PHONE 407.

WHAT TO DO FOR MALARIA

In Malaria, as in most other troubles of life, it is the "weakest that go to the wall." The microbes of Malaria thrive and multiply with astonishing rapidity in watery blood; it is for this reason that anaemic, debilitated people develop ague and fever in malarious districts, while the red-blooded and robust remain perfectly immune.

To prevent Malaria, therefore, it is of the first importance that the blood should be kept rich and healthy. And to cure Malaria it is necessary to build up the blood, provide it with a fresh supply of red corpuscles in place of those which the malarial microbes have destroyed, and thus to restore to it the power to repel and overcome disease.

Formerly the only known treatment for Malaria was Quinine—a palliative and not a cure. But with the introduction of Dr. Williams' Pink Pills this unsatisfactory state of things ceased to exist, as is proved by the evidence of the many former malaria sufferers whom this world-famous remedy has completely and permanently cured.

Dr. Williams' Pink Pills make the blood rich and red, drive the malarial germs from the system, and transform ague and fever victims into cheerful healthy men and women.

Dealers everywhere sell Dr. Williams' Pink Pills; they are also obtainable from the China office of Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai, 1 bottle for \$1.50, 6 bottles for \$8, post free.

AN "OPENED" CHEQUE.

IMPORTANT DECISION.

An important case affecting the "opening" of crossed cheques was decided at Clerkenwell County Court yesterday, when Hilda Harriot O'Dwyer, of Princess Park Avenue, Golders Green, was successful in an action which she brought against the London Joint City and Midland Bank to recover £48 10s.

A man named Arthur Stewart who came to plaintiff's house as paying guest, obtained from her a crossed cheque but with the space for the amount left blank. Instead of filling in the amount of 30s or £2 which he

LIBBY'S

THE BRAND YOU CAN TRUST

LIBBY'S FOOD PRODUCTS
ARE GUARANTEED TO PLEASE.INSTRUCT YOUR COOK
TO ASK FOR

LIBBY'S BRAND

IT COSTS NO MORE AND YOU
WILL GET

FIRST QUALITY

CANNED FOODS

CONNELL BROTHERS CO.

SOLE AGENTS FOR CHINA.

JARDINE, MATHESON & CO., LTD.

ENGINEERS & LAUNCH BUILDERS.

MARINE MOTORS OF ALL POWERS
IN STOCK.Works:—Footung, Shanghai.
Sole Agencies:—Sterling & Evinrude Motors. Makers
"EWO" Motors.Associated British Machine Tool
Makers Ltd. "Sarco" Steam Traps, Temperature
A.B.C. Boiler Enamel. Regulators &c.
Rexine Ltd. (Leather-cloth). Linotype & Machinery Ltd.
Edgar Allen & Co. Ltd. Pulsometer Engineering Co. Ltd.
(Tool Steels &c.) T. & W. Smith Ltd. (Wire Ropes).
Imperial Light Ltd.

THE FRENCH STORE.

JUST RECEIVED

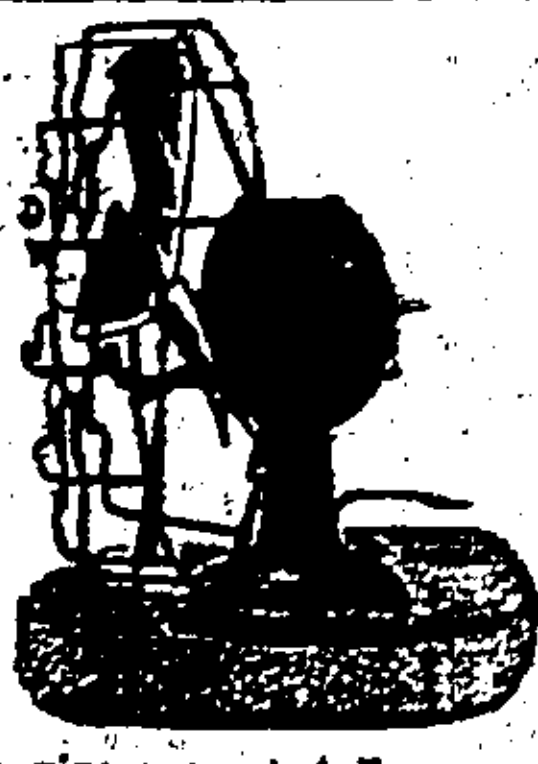
SALTED & PICKLED HERRINGS IN 10 LB. KEYS.

WE HAVE ALSO RECEIVED from Messrs. Vesuvio &
Piedmont Paste Co., an Assortment of Paste's made of
SEMOLINA. Packed in cases of 22 lbs and in 1 lb
packets, comprising the following: Macaroni 22 lbs
case. Spaghetti 22 lbs case.ASSORTED PASTE Macaroni 1 lb pkt. Spaghetti 1 lb
pkt. Vermicelli 1 lb pkt. Noodles 1 lb pkt. Stars for soup
1 lb pkt.

HONGKONG TAILORING CO.

LADIES AND GENTS TAILORING
DRAPERS, &c.,No. 10, D'Aguilar Street, Central,
HONGKONG.

TEL. 2880.

WILLIAM C. JACK
& CO., LTD.WHATEVER IS WORTH DOING IS
WORTH DOING WELLIs the motto of our Wanchai Workshops
They are equipped for:—General Engineering and Electrical Work
Electro silver and nickel plating
Tinning, lacquering and Bronzing
Repair work of any description
And above all our prices are right and we can give prompt delivery.統 THE 永
辦 WING ON CO., LTD. 安
案 HONGKONG. 有
珠 UNIVERSAL PROVIDERS, 限
貨 Most up-to-date and Cheapest House 公
品 in Hongkong. 司
品 Prompt attention given to Orders.

NOTICE

EXCHANGE

SELLING.

T/T Demand	3/6 15/16
30 d/s	3/7 17/16
60 d/s	3/7 3/16
4 m/s	3/7 5/16
T/T Shanghai	Nom.
T/T Singapore	151
T/T India	Nom.
Demand India	Nom.
T/T San Francisco	82 3/4
co & New York	82 3/4
T/T Java	206
T/T Manila	Nom.
T/T France	53 3/4
Demand Paris	53 3/4

BUYING.

4 m/s L/C	3/8
4 m/s D/P	3/8 1/4
6 m/s L/C	3/8 3/4
30 d/s Sydney and Melbourne	3/8 3/4
30 d/s San Francisco & New York	84 1/8
4 m/s Marks	Nom.
4 m/s France	53 1/4
6 m/s France	53 1/4
Demand Germany	84 1/8
Demand New York	84 1/8
T/T Bombay	Nom.
Demand Bombay	Nom.
T/T Calcutta	Nom.
Demand Calcutta	Nom.
Demand Manila	170
Demand Singapore	152
On Haiphong	Nom.
On Saigon	Nom.
On Bangkok	43 1/4
Sovereign	55 1/2 Nom.
Gold leaf per Tael	41.80
Bar Silver, per oz	54 1/4

SUBSIDIARY COINS

DISCOUNT PER \$100:

H'kong 50 cts sub.	2 1/2 dis.
10 "	3 1/2 dis.
5 "	4 1/2 dis.
C. coins	4 1/2 dis.

WATER RETURN.

Level and Storage of water in
Reservoirs on May 1, 1919.CITY AND HILL DISTRICT WATER
WORKS LEVEL.

System	1918, 1919, 1920	1921, 1922, 1923
System 1	1918, 1919, 1920	1921, 1922, 1923
System 2	1918, 1919, 1920	1921, 1922, 1923
System 3	1918, 1919, 1920	1921, 1922, 1923
System 4	1918, 1919, 1920	1921, 1922, 1923
System 5	1918, 1919, 1920	1921, 1922, 1923
System 6	1918, 1919, 1920	1921, 1922, 1923
System 7	1918, 1919, 1920	1921, 1922, 1923
System 8	1918, 1919, 1920	1921, 1922, 1923
System 9	1918, 1919, 1920	1921, 1922, 1923
System 10	1918, 1919, 1920	1921, 1922, 1923

STORAGE IN MILLIONS AND
DECIMALS OF GALLONS.

System	1918, 1919, 1920	1921, 1922, 1923
System 1	1918, 1919, 1920	1921, 1922, 1923
System 2	1918, 1919, 1920	1921, 1922, 1923
System 3	1918, 1919, 1920	1921, 1922, 1923
System 4	1918, 1919, 1920	1921, 1922, 1923
System 5	1918, 1919, 1920	1921, 1922, 1923
System 6	1918, 1919, 1920	1921, 1922, 1923
System 7	1918, 1919, 1920	1921, 1922, 1923
System 8	1918, 1919, 1920	1921, 1922, 1923
System 9	1918, 1919, 1920	1921, 1922, 1923
System 10	1918, 1919, 1920	1921, 1922, 1923

Consumption of water in the City and Hill District
during the month of April.

System	1918, 1919, 1920	1921, 1922, 1923
System 1	1918, 1919, 1920	1921, 1922, 1923
System 2	1918, 1919, 1920	1921, 1922, 1923
System 3	1918, 1919, 1920	1921, 1922, 1923
System 4	1918, 1919, 1920	1921, 1922, 1923
System 5	1918, 1919, 1920	1921, 1922, 1923
System 6	1918, 1919, 1920	1921, 1922, 1923
System 7	1918, 1919, 1920	1921, 1922, 1923
System 8	1918, 1919, 1920	1921, 1922, 1923
System 9	1918, 1919, 1920	1921, 1922, 1923
System 10	1918, 1919, 1920	1921, 1922, 1923

Consumption of water in the City and Hill District
during the month of April.

System	1918, 1919, 1920	1921, 1922, 1923
System 1	1918, 1919, 1920	1921, 1922, 1923
System 2	1918, 1919, 1920	1921, 1922, 1923
System 3	1918, 1919, 1920	1921, 1922, 1923
System 4	1918, 1919, 1920	1921, 1922, 1923
System 5	1918, 1919, 1920	1921, 1922, 1923
System 6	1918, 1919, 1920	1921, 1922, 1923
System 7	1918, 1919, 1920	1921, 1922, 1923
System 8	1918, 1919, 1920	1921, 1922, 1923
System 9	1918, 1919, 1920	1921, 1922, 1923
System 10	1918, 1919, 1920	1921, 1922, 1923

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during the month of April.

System	1918, 1919, 1920	1921, 1922, 1923
System 1	1918, 1919, 1920	1921, 1922, 1923
System 2	1918, 1919, 1920	1921, 1922, 1923
System 3	1918, 1919, 1920	1921, 1922, 1923
System 4	1918, 1919, 1920	1921, 1922, 1923
System 5	1918, 1919, 1920	1921, 1922, 1923
System 6	1918, 1919, 1920	1921, 1922, 1923
System 7	1918, 1919, 1920	1921, 1922, 1923
System 8	1918, 1919, 1920	1921, 1922, 1923
System 9	1918, 1919, 1920	1921, 1922, 1923
System 10	1918, 1919, 1920	1921, 1922, 1923

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during the month of April.

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System 1	1918, 1919, 1920	1921, 1922, 1923
System 2	1918, 1919, 1920	1921, 1922, 1923
System 3	1918, 1919, 1920	1921, 1922, 1923
System 4	1918, 1919, 1920	1921, 1922, 1923
System 5	1918, 1919, 1920	1921, 1922, 1923
System 6	1918, 1919, 1920	1921, 1922, 1923
System 7	1918, 1919, 1920	1921, 1922, 1923
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System 4	1918, 1919, 1920	1921, 1922, 1923
System 5	1918, 1919, 1920	1921, 1922, 1923
System 6	1918, 1919, 1920	1921, 1922, 1923
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System 3	1918, 1919, 1920	1921, 1922, 1923
System 4	1918, 1919, 1920	1921, 1922, 1923
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System 3	1918, 1919, 1920	1921, 1922, 1923
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System 5	1918, 1919, 1920	1921, 1922, 1923
System 6	1918, 1919, 1920	1921, 1922, 1923
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System 3	1918, 1919, 1920	1921, 1922, 1923
System 4	1918, 1919, 1920	1921, 1922, 1923
System 5	1918, 1919, 1920	1921, 1922, 1923
System 6	1918, 1919, 1920	1921, 1922, 1923
System 7	1918, 1919, 1920	1921, 1922, 1923
System 8	1918, 1919, 1920	1921, 1922, 1923
System 9	1918, 1919, 1920	1921, 1922, 1923
System 10	1918, 1919, 1920	1921, 1922, 1923

Consumption of water in the City and Hill District
during the month of April.

NOTICE

G. R.

All persons, with the ex-
ception of those of Chinese
race, desiring to leave the
Colony should apply in person
between the hours of 9 a.m. to
1 p.m. and 2 p.m. to 4 p.m. daily—
AT THE PASS OFFICE, POST
OFFICE BUILDING.Applicants will be required to
produce Passports or identifica-
tion papers.All persons with certain excep-
tions who remain in the
Colony for more than 7 days are
required to Register themselves
under the REGISTRATION OF
PERSONS ORDINANCE 1918.
Forms of Registration giving the
particulars required may be
obtained at the G. P. O. and at
all Police Stations.The Penalty for non-com-
pliance is a fine not exceeding
\$50.

G. R.

PARTICULARS and CON-
DITIONS of the letting by Public
Auction Sale, to be held on
Monday, the 16th day of June,
1919, at 3 p.m., at the Office of
the Public Works Department, by
Order of His Excellency the Gov-
ernment of One Lot of Crown
Land at Kowloon in the
Colony of Hongkong, for
a term of 75 years, with the
option of renewal at a Crown
Rent to be fixed by the
Surveyor of His Majesty the
King, for one further term of 75
years.

PARTICULARS OF THE LOT.

No.	Locality	Boundary Measurements	Area in Acres	Annual Rent
1	Locality	Boundary Measurements	Area in Acres	Annual Rent
2	Locality	Boundary Measurements	Area in Acres	Annual Rent
3	Locality	Boundary Measurements	Area in Acres	Annual Rent
4	Locality	Boundary Measurements	Area in Acres	Annual Rent
5	Locality	Boundary Measurements	Area in Acres	Annual Rent
6	Locality	Boundary Measurements	Area in Acres	Annual Rent
7	Locality	Boundary Measurements	Area in Acres	Annual Rent
8	Locality	Boundary Measurements	Area in Acres	Annual Rent
9	Locality	Boundary Measurements	Area in Acres	Annual Rent
10	Locality	Boundary Measurements	Area in Acres	Annual Rent

THE HONGKONG & SOUTH
CHINA WAR SAVINGS
ASSOCIATION.APPLICATION forms for
Membership of the above
Association may be obtained
from all the Banks or from the
undersigned.THE UNION INSURANCE
SOCIETY OF CANTON, LTD.
Honorary Secretaries &
Treasurers.

Hongkong, 15th January 1919.

LESSONS IN CHINESE

MR. LI HON FAN, a Chinese graduate
versed in literature, has been a teacher to
Foreign Officials and Merchants in this Colony for
25 years. He has a good method of training Europeans
to pass in the Chinese examination, and is a possessor
of a first class certificate as a Chinese teacher. He
has also a good knowledge of Mandarin and Hokkien.
Those who intend learning the Chinese language
are requested to write to "The Hongkong & South
China" Office or direct to No. 108, Wellington
Street, first floor and to Messrs. Nelson and
Sons, Old Supreme Court, Ground Floor.W. GRATHAM,
Water Authorities,
Public Works Department.

SUICIDE IN BRIDAL DRESS.

A coloured domestic servant,
named Grace Ann Matilda
Stevenson, was found lying dead
on her bed in the house at which
she was employed at Ealing.
She was wearing a bridal dress,
and was bedecked with jewels,
and had apparently closed the
door and the windows and
turned on the gas. In a letter
found in the room she said: "I
am black, black, but I didn't
make myself. I cannot bear
it any longer. I am a lonely,
broken-hearted girl, and I have
no one in England. I tried to go
home, but cannot do so; I have
not enough money. I cannot face
the world any longer. I have
been black, black, but I didn't
make myself. I cannot bear
it any longer. I am a lonely,
broken-hearted girl, and I have
no one in England. I tried to go
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